

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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- Models of automobiles and motorcycles for export are displayed on the street outside the Motokov building in Prague.¹ New models of Skoda cars are finished exactly like German-made automobiles even down to brass wheel nuts.
- The offices of Motokov are combed regularly for employees who could be put into industry. Motokov employees work from 7 a.m. to 4 p.m. and then have one hour's political schooling. In addition, the entire staff must put in a certain number of hours "voluntary" manual work in Prague on Sundays.
- Motorcycle models displayed for export are fitted with bakelite gas tank caps, protective sheaths for electric wiring, etc., but Motokov officials indicate that these would be replaced by the more desirable metal equivalents for export

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- Motokov officials state that they cannot quote prices for export. Only the Czechoslovak State Bank can do this. Motokov collates the export orders it receives and sends them to the Central Planning Office, which decides what shall be produced. Permission to export is given by a department of the Ministry of the Interior.

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- \$ 15,000,000 worth of motorcycles was exported in 1951.

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Some cylinder rings on 1951 export motorcycles wore out after 5,000 kilometers, although the rings were of good material. The manufacturers attribute this to bad assembling.

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25 YEAR RE-REVIEW

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7. Sixty percent of all Czech Exports go to the USSR. The USSR delivers all needed raw materials to Czechoslovakia.

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1. [redacted] Comment: According to another report, Motokov received orders in June 1951 to cease manufacturing Skoda and Tatra automobiles for export by 1 July 1951.

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